7804

A.D. 1914. March 27. № 7804.
BRADLEY'S Complete Specification.

(1 SHEET)

21. CARRIAGES & WAGONS.
Seats- Shifting.

Fig. 1.

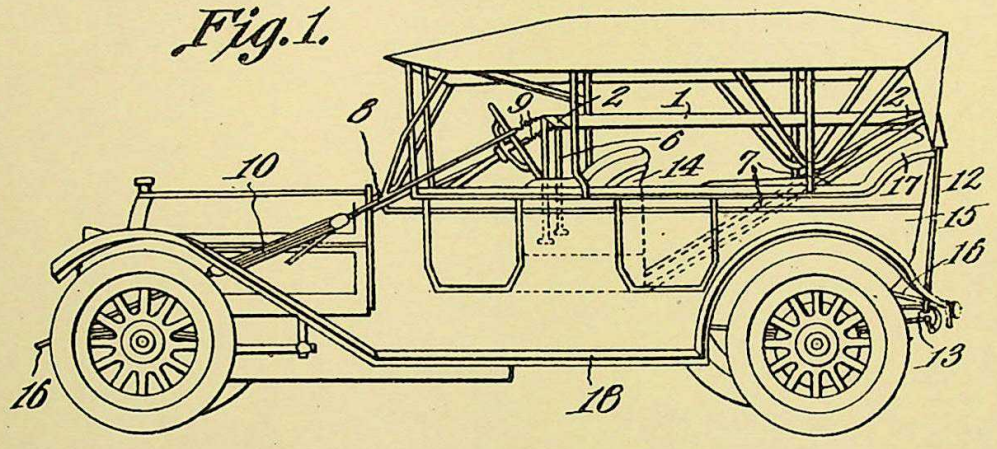
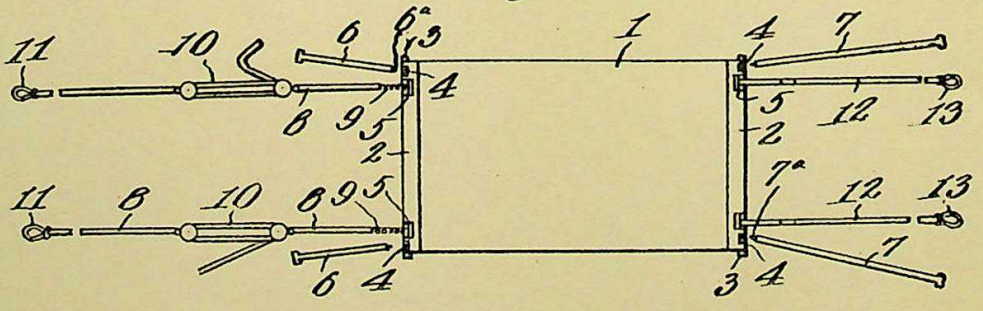


Fig. 2.



[This Drawing is a reproduction of the Original on a reduced scale.]

Malby & Sons, Photo-Litho.

Seats Shifting
10
21. CARRIAGES & WAGONS.
Seats- Shifting.

N° 7804 A.D. 1914

DUPLICATE

(*Under International Convention.*)

Date claimed for Patent under Patents and Designs Act, 1907, being date of first Foreign Application (in the United States), 9th May, 1913

Date of Application (in the United Kingdom), 27th Mar., 1914

At the expiration of twelve months from the date of the first Foreign Application, the provision of Section 91 (3) (a) of the Patents and Designs Act, 1907, as to inspection of Specification, became operative

Accepted, 16th July, 1914

COMPLETE SPECIFICATION.

Improvements in Stretchers or Beds for Automobiles.

I, RALPH LEONARD BRADLEY, of McDonald Shoe Co., 26, North Main Street, Butte, in the County of Silverbow and State of Montana, formerly of Steilacoom, in the County of Pierce and State of Washington, United States of America, Dentist, do hereby declare the nature of this invention and in what manner the same is to be performed, to be particularly described and ascertained in and by the following statement:—

The present invention appertains to a novel stretcher or bed attachment for automobiles, and aims to provide a novel and improved collapsible attachment of the nature indicated which may be readily applied to an automobile, and which shall serve as a convenient and efficient stretcher or bed, thus permitting the automobile to be converted into an ambulance or bed, when circumstances necessitate.

In the accompanying drawing,—

Figure 1 is a perspective view of an automobile, showing the improved stretcher or bed applied thereto.

Figure 2 is a plan view of the present invention showing the same dismembered.

In carrying out the present invention, there is provided a rectangular apron 1 which is constructed of canvas, or the like. The ends of the apron 1 are provided with the hems 2 through which a pair of cross rods 3 is passed. The cross rods 3 are provided with the sockets 4 adjoining their ends and opening through the hems 2, and each hem 2 is provided with a pair of openings 5 adjoining the sockets 4, the openings 5 exposing the rods 3. A pair of supports or legs 6 are provided for the front rod 3, while a pair of supports or legs 7 are provided for the rear cross rod 3. The supports 6 and 7 are provided with the pins or tenons 6^a and 7^a, respectively, which are adapted to engage in the sockets 4 provided in the respective cross rods 3. The forward supports 6 are relatively short while the rear supports 7 are relatively long. These supports, especially the rear supports, may be jointed or extensible in order that they may be folded compactly when not in use, and in order that they may be extended or opened to accommodate various automobile

bodies. Guys 8 are attached to the front cross rods 3, coiled wire springs or yieldable members 9 being preferably interposed between the inner ends of the guys 8 and the cross rod 3, and the springs 9 being attached to the cross rod within the openings 5. A suitable block and tackle or stretching mechanism 10 is interposed in each guy 8, and the guys 8 are provided with the snap hooks or attaching members 11 at their free ends. Rear guys 12 are attached to the rear cross rod 3, within the openings 5 of the respective hem 2, and are also provided at their free ends with the snap hooks or other attaching members 13. The guys are preferably composed of rope, the inherent flexibility and slight elasticity of which assists in yieldably supporting the apron 1 to a desirable, but limited extent.

In applying the stretcher or bed to an automobile, the forward supports 6 have their feet or lower ends seated upon the front seat 14 or upon the floor in advance of the front seat 14, and the lower ends of the feet of the rear supports 7 are engaged within the corner between the back of the seat 14 and the floor or bottom of the car body, the rear supports standing diagonally or in an inclined position, so that the upper ends of the supports 7 and the rear end of the apron 1 will stand above the tonneau. In this manner, the rear end of the apron 1 will project rearwardly over the tonneau 15, which not only permits the apron 1 to be of sufficient length, but will permit the rear guys to be attached to the rear end of the chassis 16 by means of the snap hooks 13. The forward guys 8 are attached to the forward end of the chassis 16 by means of the snap hooks 11, the apron 1 then being drawn taut by means of the block and tackle 10 at each side.

In the larger machines or automobiles, the front supports 6 are designed to rest on the front seat 14, while in smaller machines, the said supports will more properly rest upon the floor or bottom of the car body in advance of the front seat, the rear supports in each case engaging in back of the seat 14 as specified. When the device is thus attached or applied to the automobile, the apron 1 will be supported in an efficient manner, it being noted that the springs 9 provide a sufficient resiliency for the body 1 to the comfort of the occupant or occupants.

One of the novel features of the present device is the arrangement of the rear supports 7 which permits the rear end of the apron 1 to extend over, but out of contact with, the rear seat 17, and which permits the rear guys 12 to be fastened to the rear end of the chassis outside of the tonneau. The supports 7 also permit the rear end of the apron 1 to vibrate vertically to a limited extent, the forward supports 6 permitting the apron 1 to vibrate longitudinally so that the combined vibration of the front and rear supports will render the stretcher or bed most comfortable. The arrangement of the front and rear supports will also transmit the strain to the stronger portion of the car body, it being observed that the tonneau is under no appreciable strain. The apron 1 will be maintained taut or in a stretched condition and will not sag under any conditions, notwithstanding the longitudinal and vertical resiliency of the apron 1.

The present attachment may be applied to the automobile or machine within the usual top, so that the side curtains may be let down to insure privacy, the present device not interfering with the top.

When the structure or bed is not in use, the same may be compactly folded or stored away, the supports being detachable by withdrawing the pins or tenons 6^a and 7^a from the cross rods 3 after the guys have been detached from the chassis. The device may also be readily and quickly set up, when circumstances necessitate, so that the automobile may be quickly converted into an ambulance or a bed.

Having now particularly described and ascertained the nature of my said invention and in what manner the same is to be performed, I declare that what I claim is:—

1. An automobile stretcher characterised by perpendicular supports for the

front end of the apron and adapted to rest upon the front seat of an automobile, inclined rear supports for the apron designed to rest against the back of the front seat, and guys attached to the ends of the apron and designed for attachment to the front and rear ends of the chassis of the automobile.

2. A device according to Claim 1 and further distinguished by relatively short front supports and relatively long inclined rear supports.

3. A device according to Claim 2 and further characterized by stretching means interposed in the front guys.

4. A device according to Claim 2 and further characterized by resilient members interposed in the front guys.

5. A device according to Claim 1 and further distinguished by the cross rods fitting in the hems at the ends of the apron for the connection of the supports and guys.

6. A device as described and illustrated for the purposes set forth.

Dated this 25th day of February, 1914.

RALPH LEONARD BRADLEY.

Redhill: Printed for His Majesty's Stationery Office, by Love & Malcomson, Ltd.—1914.